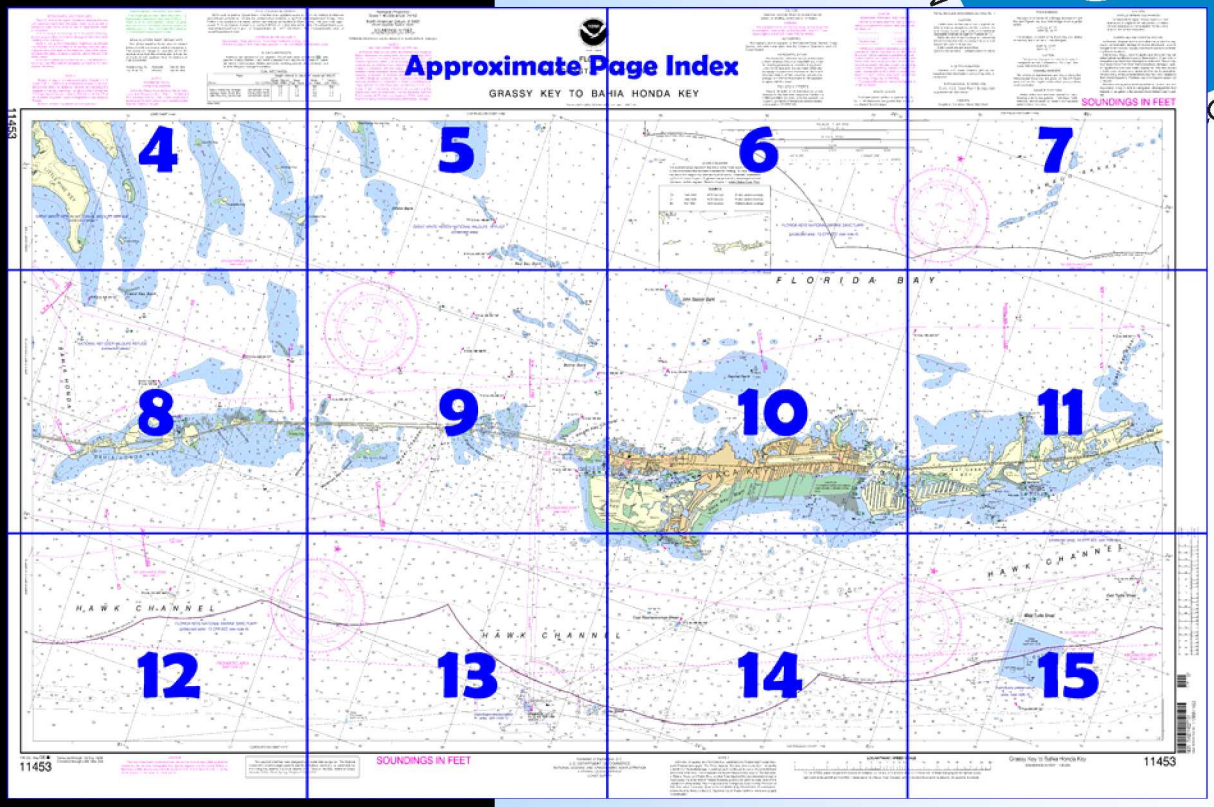
BookletChart™

Intracoastal Waterway - Grassy Key to Bahia Honda Key

(NOAA Chart 11453)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

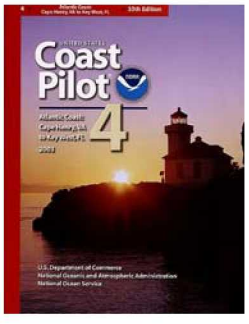
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 4 excerpts]
(91) **Bahia Honda Channel (Bahia Honda),** 10 miles northwestward of Sombrero Key and between Bahia Honda Key on the east and **Spanish Harbor Keys** on the west, is the deepest channel between the Straits of Florida and Florida Bay. In April 1983, the reported controlling depth was 8 feet from Hawk Channel to Little Pine Key. The passage is crossed by three fixed highway bridges. The southernmost has a clearance of 20 feet over the channel and unlimited vertical clearances at an opening at each end; the twin bridges to northward have a clearance of 23 feet over the channel. The direction of the current should be carefully watched when turning northwestward after passing under the bridges in order to avoid being grounded on the banks on either side of the channel. These banks are usually visible. Currents through the passage average 2 knots or more at strength. (For predictions at the southernmost bridge, see the Tidal Current Tables.) From Bahia Honda Channel, vessels may proceed via Big Spanish Channel to the Gulf of Mexico as described in chapter 12.
(92) A marina with two boat basins is at the Bahia Honda State Park, on the bayside and near the western end of **Bahia Honda Key**. In August 1981, depths of 4 feet were reported in the unmarked entrance channel, with 7 to 15 feet in the basins. Berths with electricity, water, ice, and a launching ramp are available.
(93) A marina on the northwest side of **Ohio Key,** northeast of Bahia Honda Key, provides berths, gasoline, diesel fuel, water, electricity, ice, limited marine supplies, and a launching ramp; a forklift can handle craft to 23 feet. In August 1981, the reported controlling depth was 6 feet in the privately marked entrance channel with 5 to 6 feet reported alongside the berths.
(94) **Newfound Harbor Keys Anchorage,** 16 miles westward of Sombrero Key Light, is in depths of 19 to 22 feet in the channel northeastward of the light at the west end of the keys. **Newfound Harbor Channel** to the northward is clearly defined by the appearance of the water, and is marked by a light and daybeacons. A strong current sets fair with the channel. In April 1983, the reported controlling depth was 4 feet to the western of two bridges at the head, 3.4 miles above the entrance. Clearances at the bridges are 15 feet under the westerly span and 9 feet under the easterly span.
(95) A marina is on the west side of **Big Pine Key** about 0.25 mile south of the easterly span. Gasoline, diesel fuel, water, ice, marine supplies, a 2½-ton forklift, and minor hull and engine repairs are available. In August 1981, a depth of 3 feet was reported available to the marina.
(96) A marina on the east side of **Little Torch Key,** just south of the westerly span, provides berths with electricity, gasoline, diesel fuel, water, ice, and a launching ramp are available. In June 1991, depths of 4 feet were reported in the approach with 10 feet alongside the berths.
(97) In April 1983, a 3-foot spot was reported between the entrances to Newfound Harbor and Niles Channels, about 0.45 mile west of Newfound Harbor Channel Entrance Light 2 in about 24°37'09"N., 81°24'55"W.
(98) **Niles Channel,** 18 miles westward of Sombrero Key Light, is the best channel from the Straits of Florida to the Gulf of Mexico between Bahia Honda Channel and Key West. The reported controlling depth, in April 1983, was 4 feet from Hawk Channel through Niles Channel and **Cudjoe Channel** to the Gulf. The south entrance to Niles Channel is the narrowest part of two channels and is marked by private stakes. The fixed highway bridge crossing Niles Channel has a clearance of 40 feet. The approach spans of the former highway bridge immediately southward are used as fishing piers; the piers extend 10 feet into either side of the navigation channel and are marked on the channelward ends by lights. Caution should be exercised to avoid pilings on the north side of the bridge. A rocky shoal extends northward from about 350 yards from the bridge.
(99) **Looe Key Management Area (Looe Key National Marine Sanctuary)** has been established to protect and preserve the coral reef ecosystem and other natural resources of the waters surrounding **Looe Key,** about 6 miles south-southeast of Summerland Key. (See **15 CFR 922,** chapter 2, for limits and regulations.) (100) **Kemp Channel,** about 2 miles westward of Niles Channel, is between Summerland Key to the east and Cudjoe Key to the west. This channel is highly used by local boaters. In May 1986, a reported controlling depth of 3 feet was in the entrance, and 5 feet was in the channel. The channel is marked by daybeacons to the highway bridge. Strangers should seek local knowledge before transiting this area.
(101) U.S. Route 1 highway bridge crossing Kemp Channel, about 2.7 miles above the entrance, has a fixed span with a clearance of 8 feet.
(102) A small marina is near a conspicuous 100-foot flagpole at the south end of Cudjoe Key. Gasoline, limited marine supplies and provisions are available; the marina is limited to shallow draft boats.

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

Corrected through NM May 13/06
Corrected through LNM May 2/06

Mercator Projection
Scale 1:40,000 at Lat. 24°43'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

For Symbols and Abbreviations see Chart No. 1

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.495" northward and 0.746" eastward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Teatable Key, FL	WWG-60	162.45 MHz
Key West, FL	WXJ-95	162.40 MHz

NOTE D

PROHIBITED AREAS

(Areas to be avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in lenght.

CHANNEL MARKERS

Reflectors on daybeacons and bouys along the Intracoastal Waterway are green on the left-hand and red on the right-hand when proceeding southwestward.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

All Florida State waters within the Florida Keys National Marine Sanctuary are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

9

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

COLREGS, 80.740 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundingd (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Bahia Honda Key (bridge)	(24°39'N/81°17'W)	1.5	1.3	0.1	--.-
Johnson Keys, South End	(24°44'N/81°18'W)	1.3	1.1	0.2	-1.5
Little Pine Key, South End	(24°43'N/81°18'W)	1.1	0.9	0.2	-1.5

(Mar 2006)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

11453

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Refer to charted regulation section numbers.

PARTICULARLY SENSITIVE SEA AREA

This chart falls entirely within the limits of a Particularly Sensitive Sea Area (PSSA). A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

NOAA WEATHER RADIO BROADCASTS

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COLREGS, 80.740 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
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SHOALS AND PASSES

Mariners are advised to use caution. The shoals (dark blue areas ▩) and passes (heavy dotted lines) were obtained from reports and have not been verified by field surveys. Stakes and piles, marking passes, are not shown due to their frequent change in position.

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundingd (M Mean Higher High Water	Mean High Water	Mean Low Water	Ex Low
		feet	feet	feet	
Bahia Honda Key (bridge)	(24°39'N/81°17'W)	1.5	1.3	0.1	
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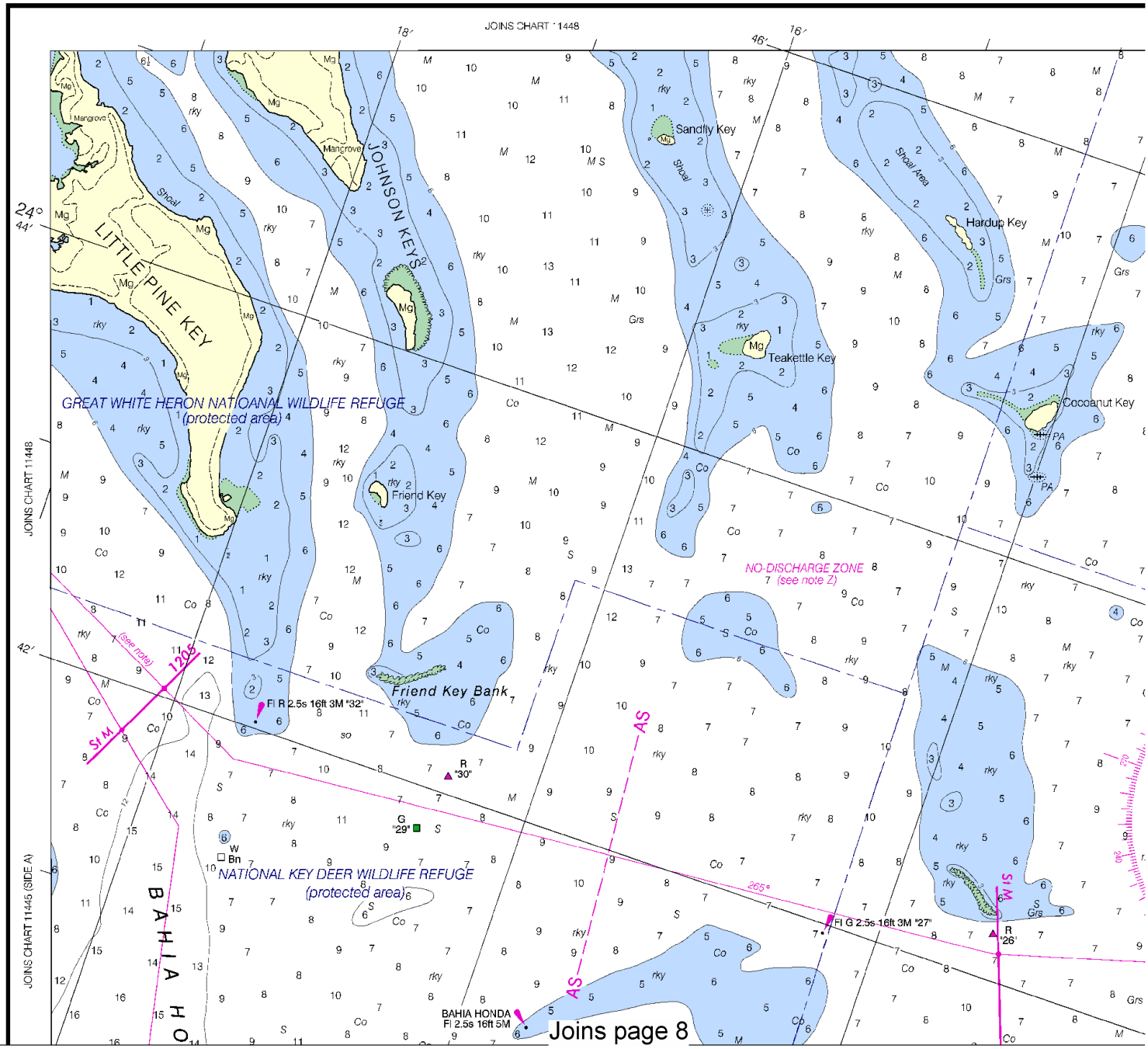
(Mar 2006)



Joins page 8

4

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

es to Mariners
nology. New
ur chart agent
ICharts.gov,
afix.com, or

Mercator Projection
Scale 1:40,000 at Lat. 24°43'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

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NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

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(MLLW)
Extreme
ow Water
feet
--.--
-1.5
-1.5

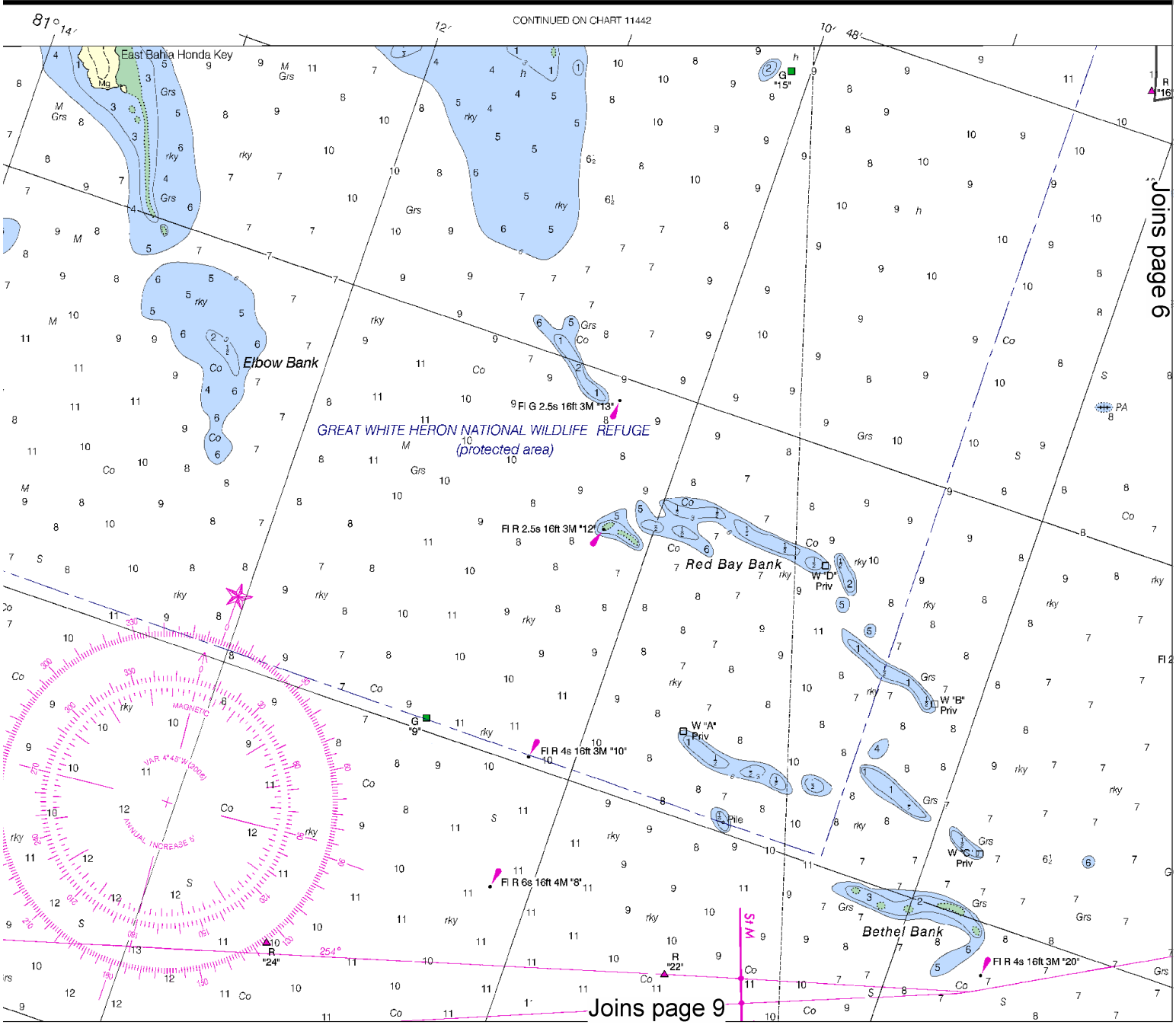
NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

FLORIDA

INTRACOASTAL WATERWA

GRASSY KEY TO BAHIA HO

Formerly NOS 11449B, C&GS 852 1st Ed., Apr 1959 KAPP 325



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

COAST SURVEY

FLORIDA

COASTAL WATERWAY

TO BAHIA HONDA KEY

Formerly NOS 11449B, C&GS 852 1st Ed., Apr 1959 KAPP 325

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING

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AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

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POLLUTION REPORTS

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CAUT

SUBMARINE PIPELI

Charted submarine p cables and submarine pi are shown as:

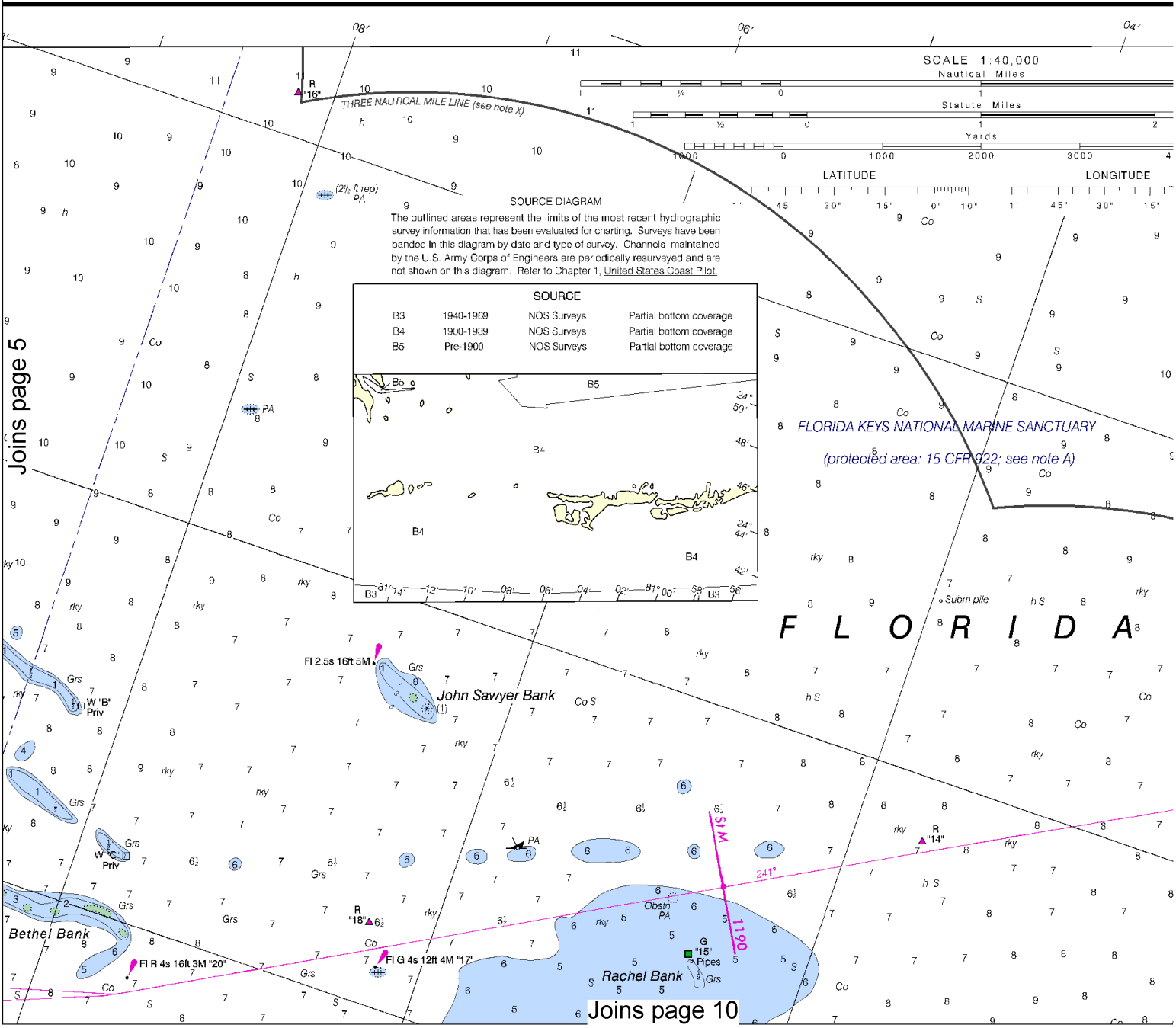
Pipeline Area

Additional uncharted submarine cables may this chart. Not all subma marine cables are requ those that were origin become exposed. Marir caution when operatin water comparable to th pipelines and cables anchoring, dragging, c

Covered wells may b unlighted buoys.

POWER C

Overhead power cabl No. 1. All clearances are the charted fixed bridges



6

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

UTION

:LINES AND CABLES

pipelines and submarine pipeline and cable areas

Cable Area

id submarine pipelines and ay exist within the area of marine pipelines and sub- iqu red to be buried, and jinally buried may have riners shou d use extreme ing vessels in depths of their draft in areas where es may exist, and when , or trawling. / be marked by lighted or

R CABLES

ables run parallel to U.S. ure greater than those of ges.

For Symbols and Abbreviations see Chart No. 1

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

HEIGHTS

Heights in feet above Mean High Water.

FIXED BRIDGES

The section of Seven Mile Bridge between Knight Key and Pigeon Key is a fixed bridge of plate girder spans.

HOR CL 67 FT
VERT CL 19 FT

The bridges between Little Duck Key and Bahia Honda Key are a series of fixed Bridges.

HOR CL 14 FT
VERT CL 7 FT

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CHANNEL MARKERS

Reflectors on daybeacons and bouys along the Intracoastal Waterway are green on the left-hand and red on the right-hand when proceeding southwestward.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

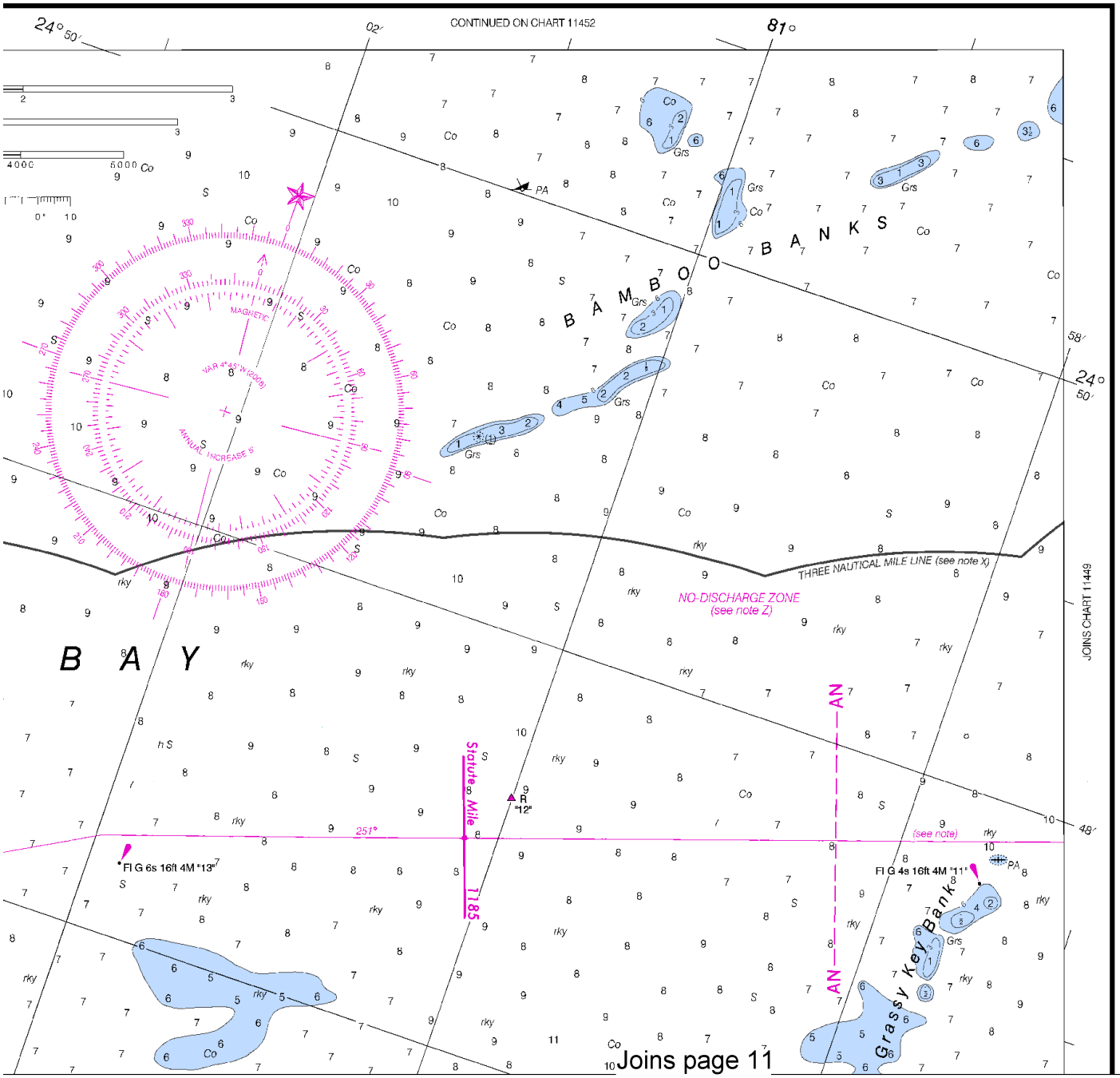
HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

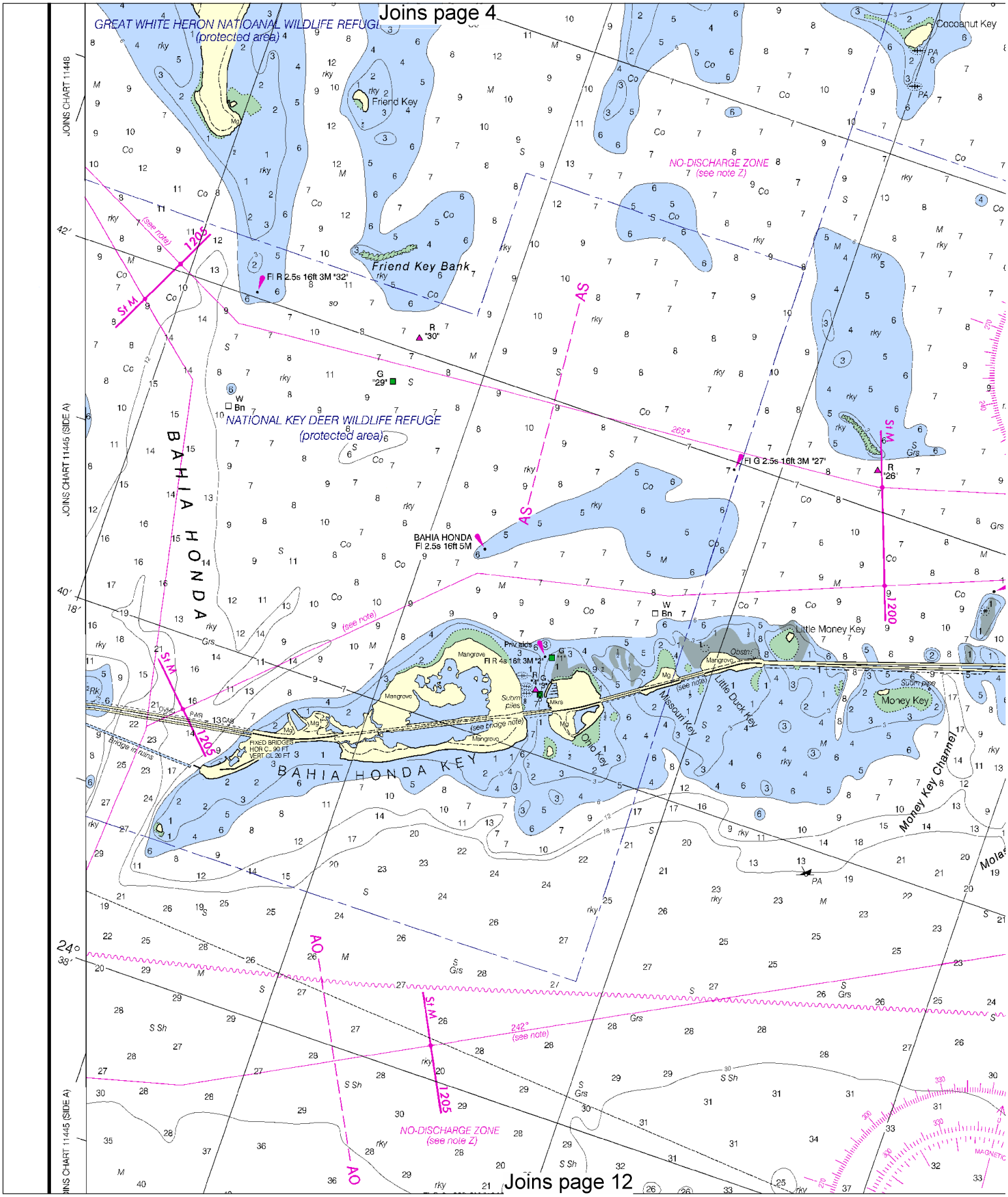
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SOUNDINGS IN FEET



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

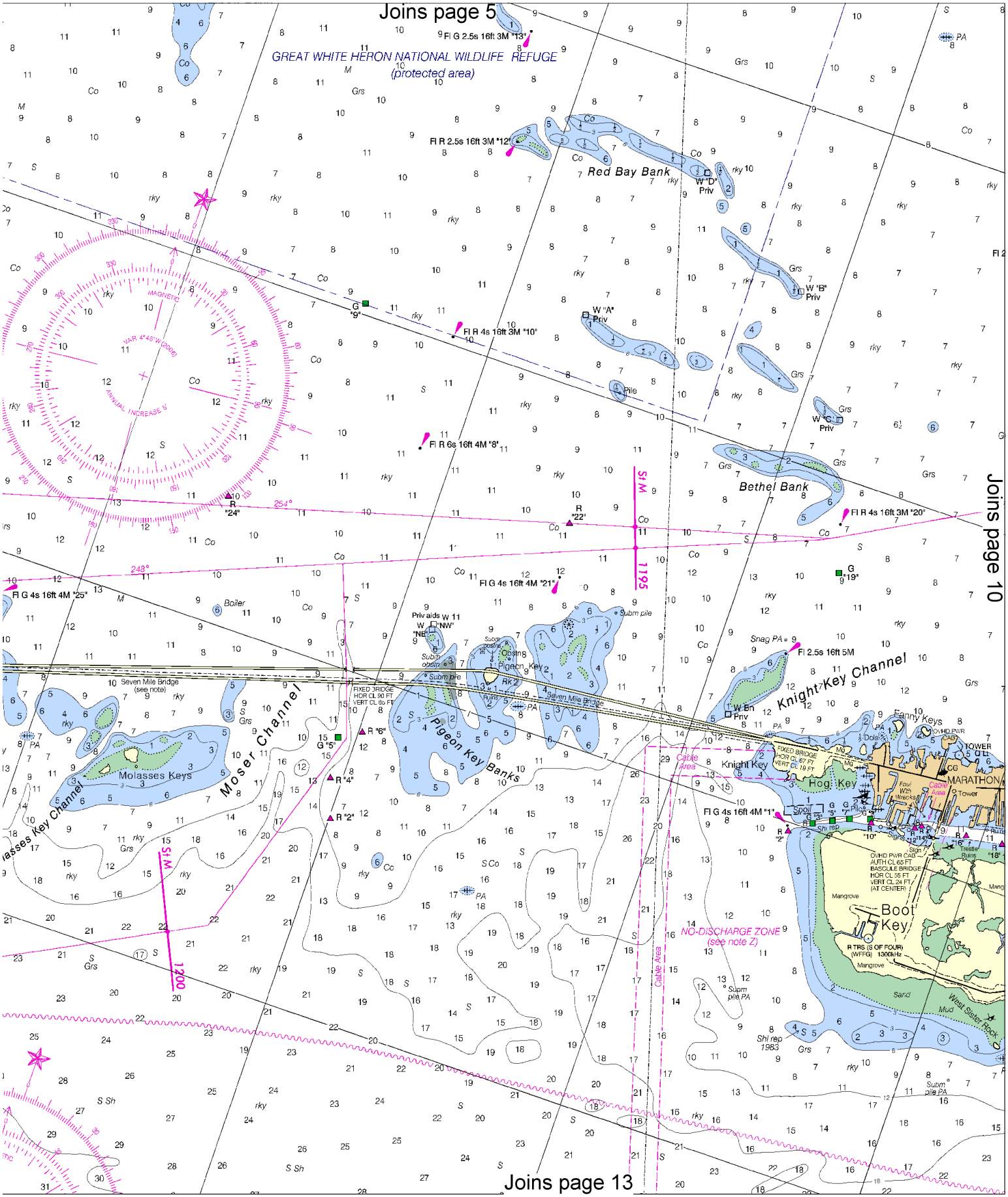


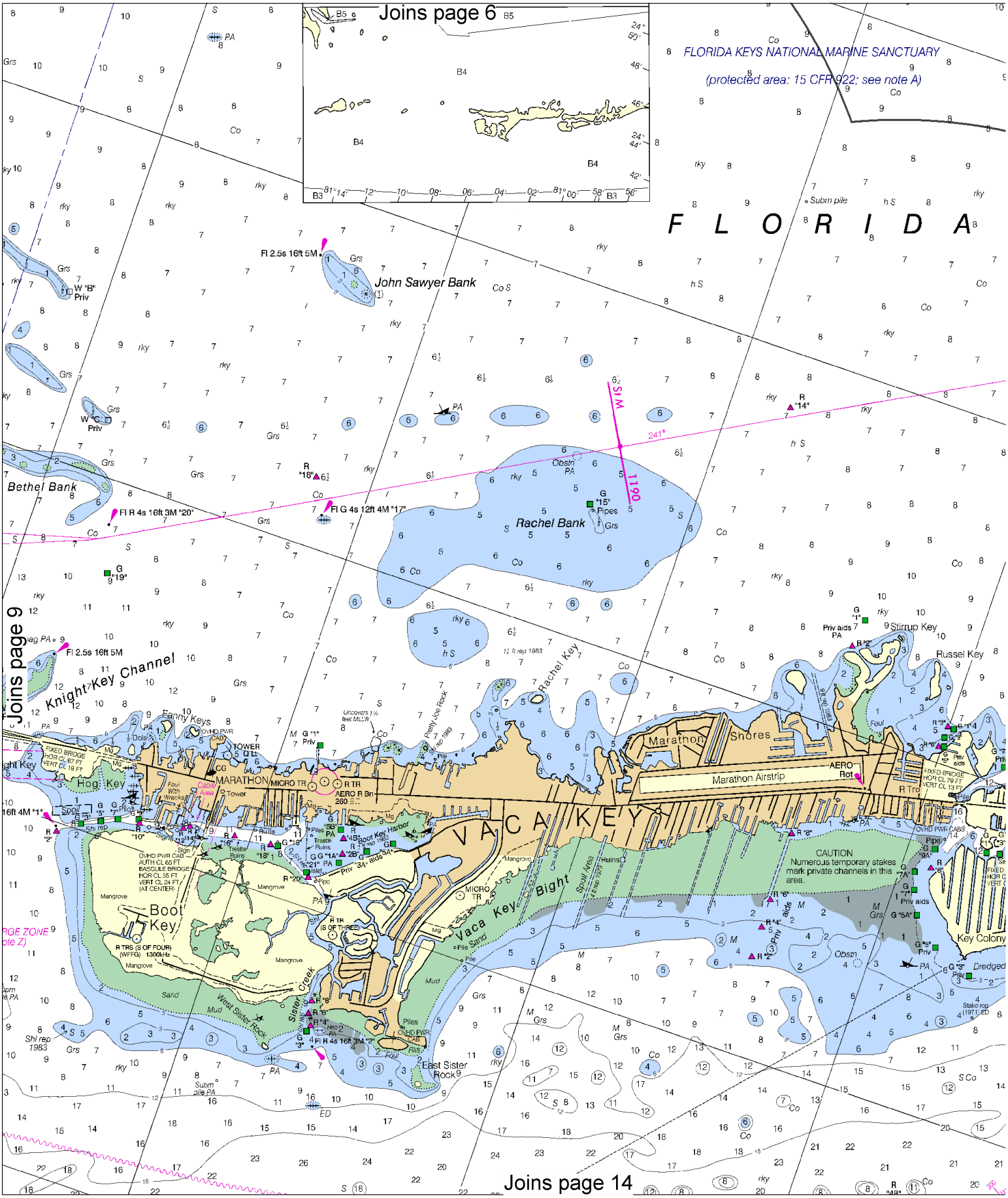
Printed at reduced scale. SCALE 1:40,000

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

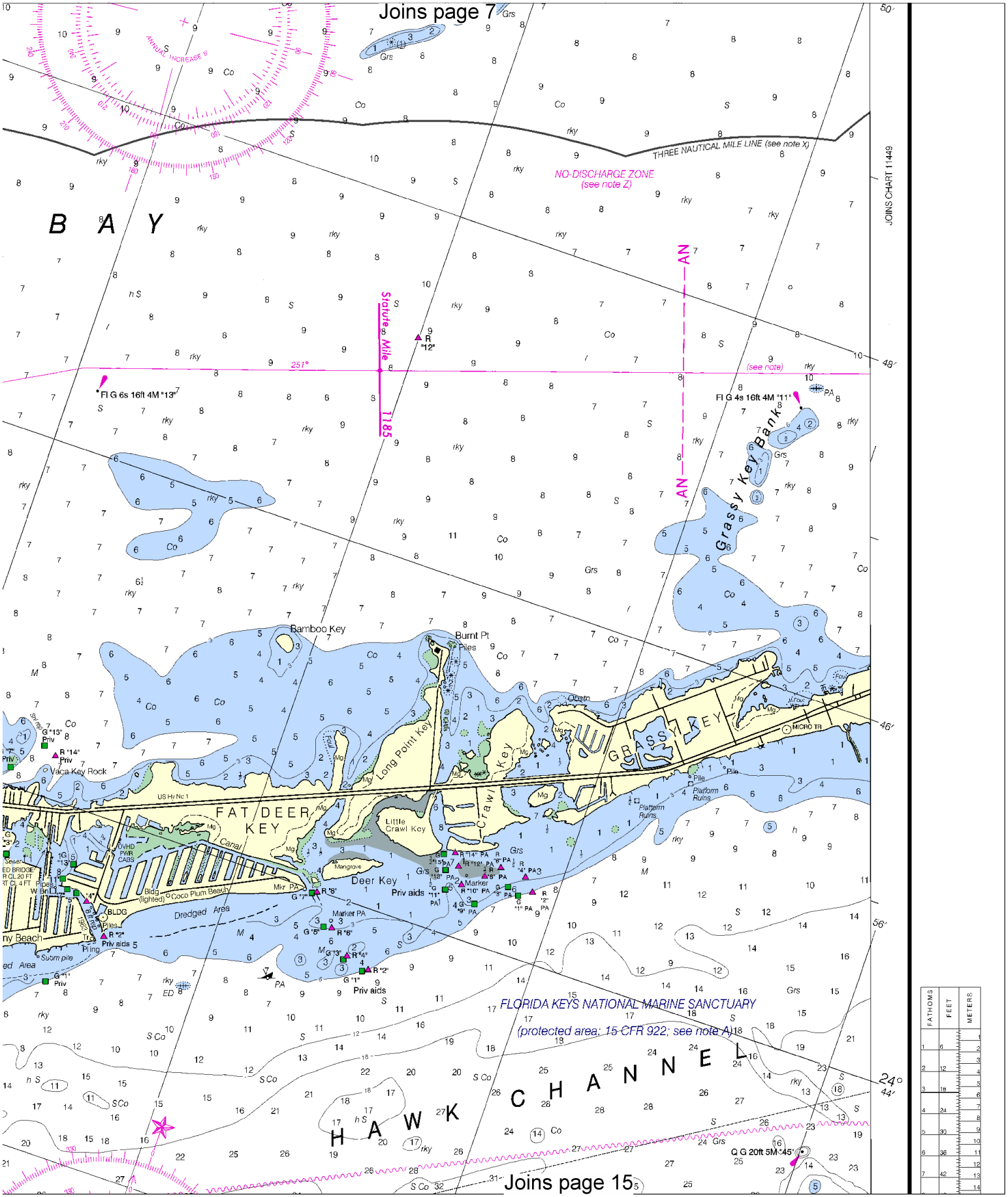

Joins page 5
GREAT WHITE HERON NATIONAL WILDLIFE REFUGE
(protected area)
Fl G 2.5s 16ft 3M "13"
Fl R 2.5s 16ft 3M "12"
Red Bay Bank
W "D" Priv
W "B" Priv
W "A" Priv
W "C" Priv
Fl R 4s 16ft 3M "10"
Fl R 6s 16ft 4M "8"
Bethel Bank
Fl R 4s 16ft 3M "20"
Fl G 4s 16ft 4M "25"
Fl G 4s 16ft 4M "21"
Fl 2.5s 16ft 5M
Joins page 10
Seven Mile Bridge (see note)
Moser Channel
Molasses Keys
Molasses Key Channel
Pigeon Key
Pigeon Key Banks
Knight Key Channel
Knight Key
Hog Key
Fanny Keys
MARATHON
Fl G 4s 16ft 4M "1"
Cable Area
NO-DISCHARGE ZONE (see note Z)
Boot Key
West Sister Rock
Mangrove
Sand
Mud
S+M 1195
S+M 1200
Joins page 13

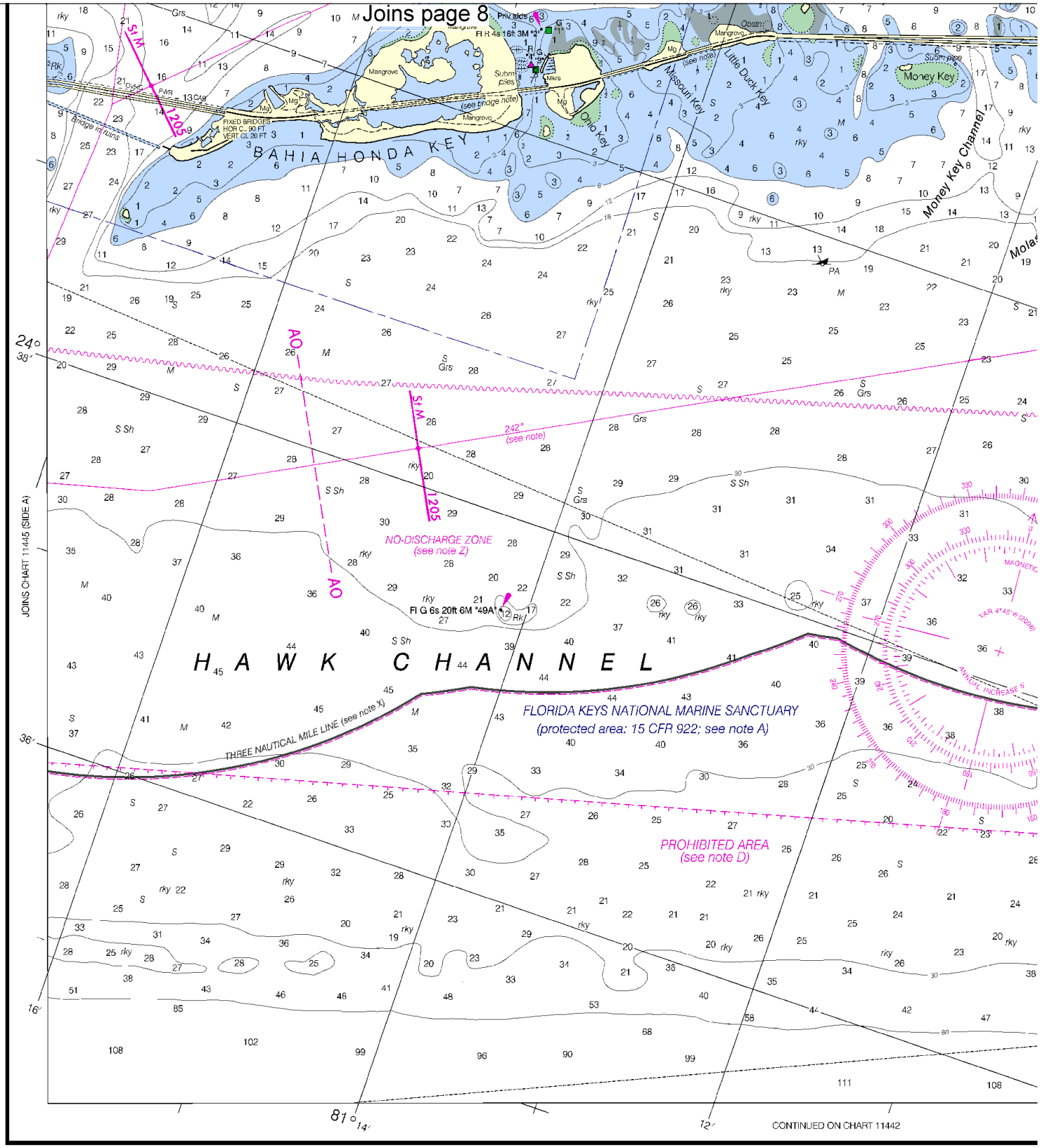


Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000


Joins page 7
B A Y
THREE NAUTICAL MILE LINE (see note X)
NO-DISCHARGE ZONE
(see note Z)
Statute Mile
1185
251°
(see note)
Fl G 6s 16ft 4M "13"
Fl G 4s 16ft 4M "11"
R "12"
Grassy Key Bank
Bamboo Key
Burnt Pt
Piles
Long Point Key
Crawl Key
GRASSY KEY
MICRO TR
Yaca Key Rock
US Hy No 1
FAT DEER KEY
Canal
Little Crawl Key
Deer Key
Priv aids
Marker
Mangrove
Coco Plum Beach
Dredged Area
Bldg (lighted)
BLDG
Marker PA
Priv aids 5
Platform Ruins
Obstn
FLORIDA KEYS NATIONAL MARINE SANCTUARY
(protected area; 15 CFR 922; see note A)
H A W K C H A N N E L
Q G 20ft 5M "45"
JOINS CHART 11449
Joins page 15
FATHOMS
FEET
METERS



17th Ed., May/06 ■

11453

Corrected through NM May 13/06
Corrected through LNM May 2/06

CAUTION

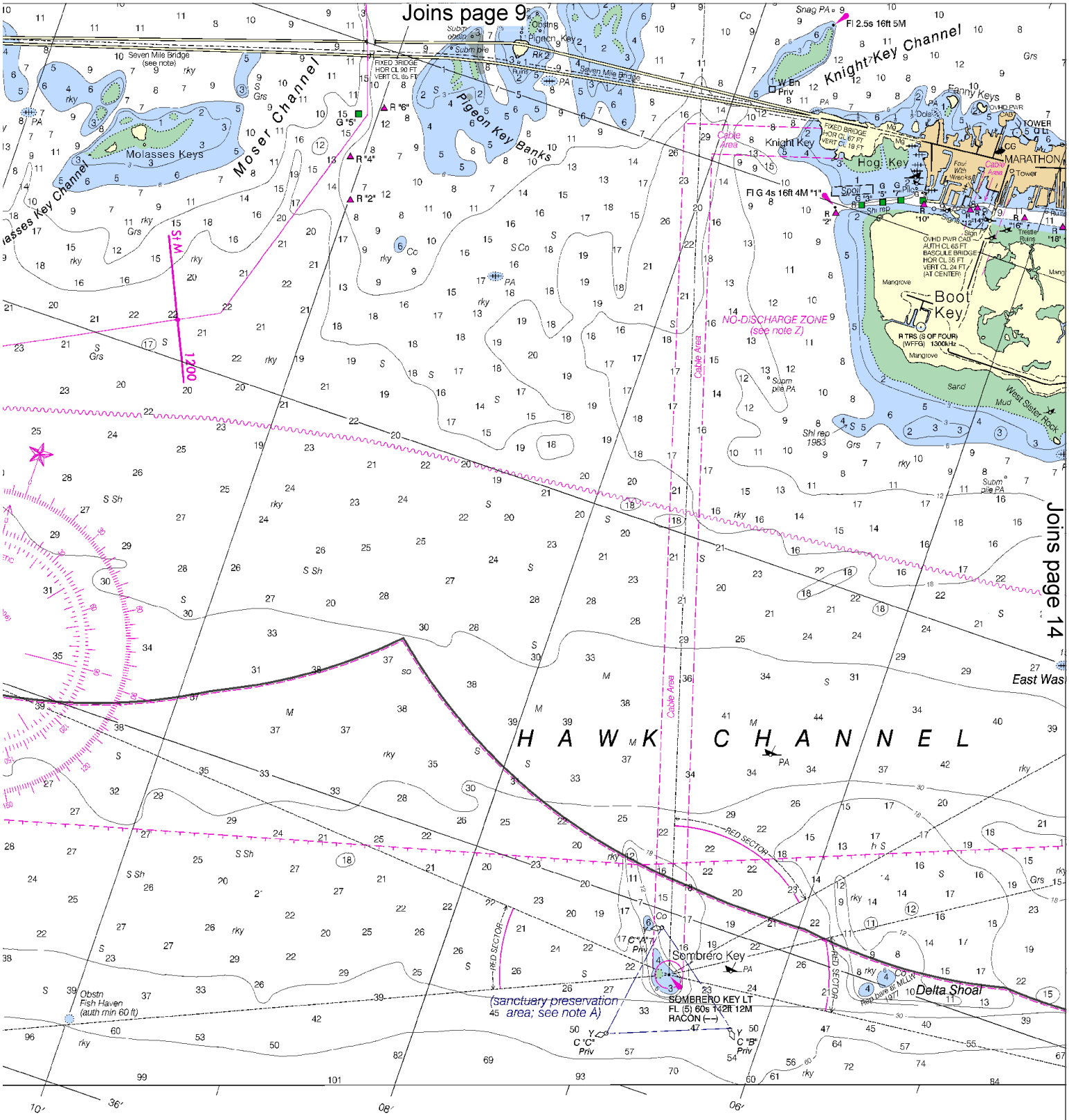
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navi
Ocean Service encourages users to submit corrections, additio
improving this chart to the Chief, Marine Chart Division (N/CS
Service, NOAA, Silver Spring, Maryland 20910-3282.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

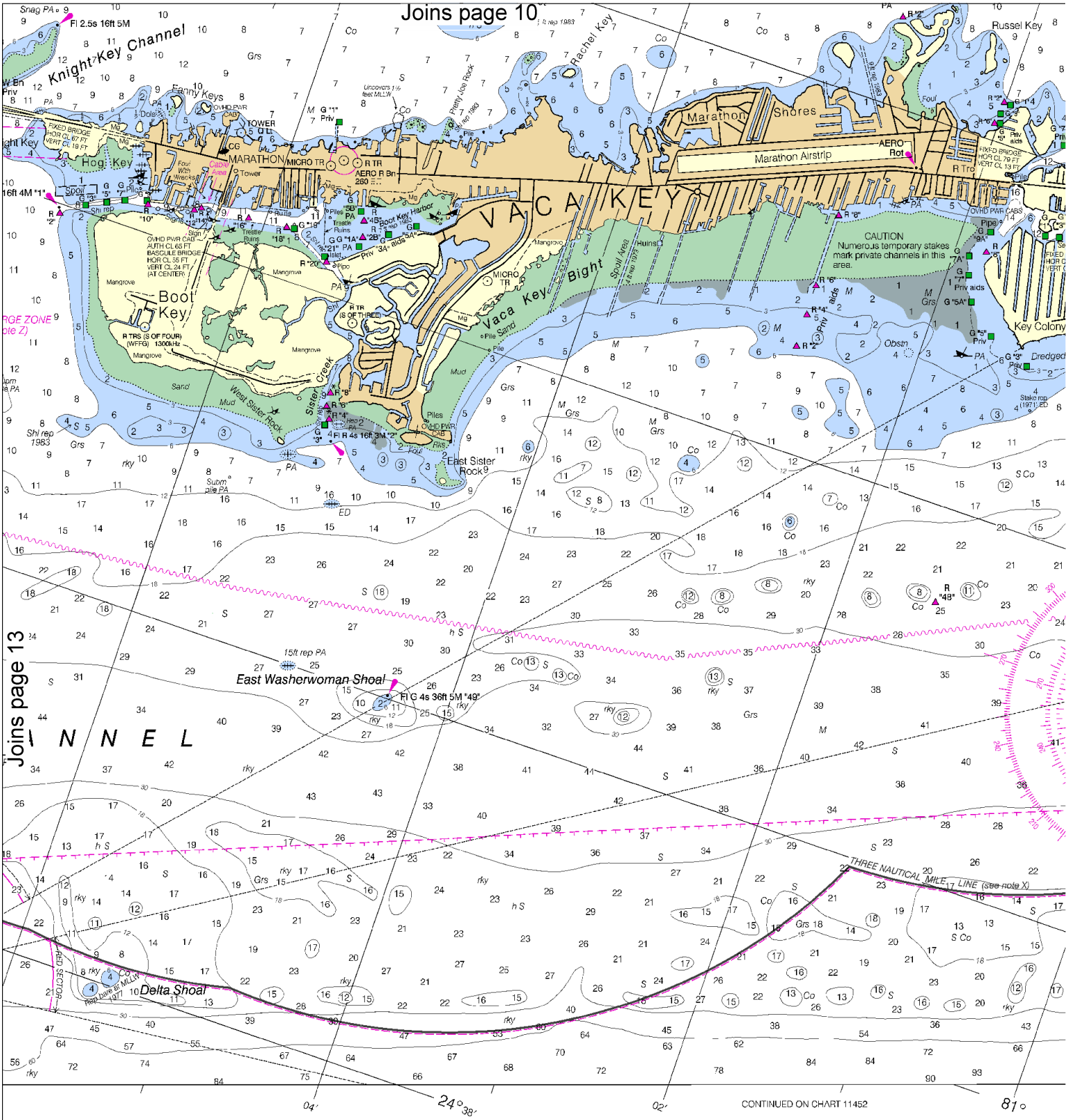
Yards: 1000 0 1000 2000 3000 4000 5000



avigation. The National
tions, or comments for
'OS2), National Ocean

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



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U.S. DEPARTMENT OF COMMERCE
ONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, s retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal f sheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were establ shed by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

LOGARITHI

1 2 3 4 5 6

To find SPEED, place one point of dividers on distance run (in an right point on 60 and eft point will then indicate speed in units per ho

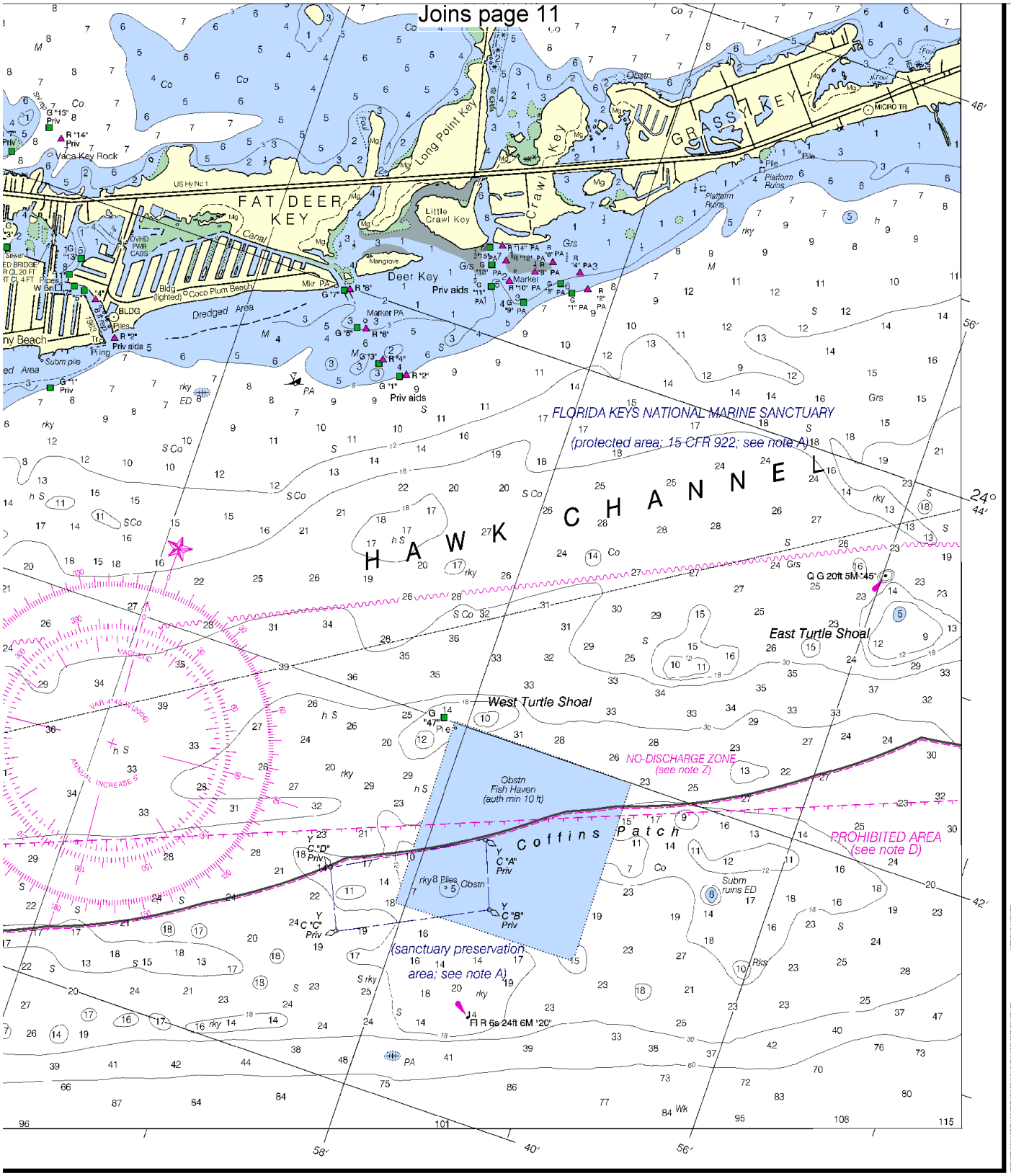
Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000



HMIC SPEED SCALE

7 8 9 10 15 20 25 30 40 50 60

any unit) and the other on minutes run. Without changing divider spread, place hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Grassy Key to Bahia Honda Key

SOUNDINGS IN FEET 1:40,000

11453

ED NO. 17

NSN 7642014627131 NGA REFERENCE NO. 11XHA11453

15

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group Key West – 305-292-8856
Coast Guard Marathon – 305-743-6388
Marathon Sheriff's Dept. – 305-289-2401
FL Fish and Wildlife Conservation Comm – 888-404-3922
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

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Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.